

For Sale.

MacEwen, Frickel & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

EX AMERICAN MAIL STEAMER.
Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
COTTAGE Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in Oil Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BROWN.

A LARGE ASSORTMENT
of
COOKING AND PARLOUR
STOVES.
AGATE IRON WARE COOKING
UTENSILS.
WROUGHT IRONS.
CHARCOAL IRONS.
KEROSENE LAMPS.
NONPAREIL KEROSENE OIL.

WINES, &c.
SPARKLING SAUMUR, Pils. & Q. @
\$11 and \$12.
CHAMPAGNE, Pils. & Q. @ \$13
and \$14.
SAUCON'S SHERRY.
SAUCON'S INVALID PORT.
ROYAL GLENDE WHISKY.
JAMES'S WHISKY.
OLD BOURBON WHISKY.
HEBURN'S CHERRY CORDIAL.
ASSORTED LIQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

THE USUAL ASSORTMENT
of
OILMAN'S STORES,
at the
Lowest Possible Prices
FOR CASH.

MacEwen, Frickel & Co.
Hongkong, July 1, 1886. 1528

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co's Steamship
Telegraph, Captain J. J. Swire, will be
despatched as above on
SATURDAY, the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 9, 1886. 1530

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHANG, TIENTSIN, HANKOW, and
Ports on the YANGTSE.)
The Co's Steamship
Cyclops, Captain J. J. Swire, will be
despatched as above on
TUESDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 9, 1886. 1531

GIBB LINE OF STEAMERS.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS; taking through cargo
to ADELAIDE, TASMANIA and
NEW ZEALAND.)
The Steamship
Hesperus, Captain J. J. Swire, will be
despatched as above on
WEDNESDAY, the 18th instant, at 4 p.m.
The Steamer has excellent Accommoda-
tion for First-class Passengers.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, August 9, 1886. 1529

NAVIGATION GENERALE
ITALIANA FLORIO & RUBATTINO
UNITED COMPANIES.
STEAM FOR
SINGAPORE, PENANG, SOLOMON,
BOMBAY, ADEN, PORT SAID,
NAPLES, LEGHORN, GENOA, AND
MARSEILLES.
(Taking Cargo at through rates to all MEDI-
TERRANEAN & LEVANTINE
PORTS, ODESSA & ALEXANDRIA,
and also to NEW YORK & BUENOS
AYRES (MONTVIDEO).)
The Co's Steamship
Boronia, Captain J. J. Swire, will be
despatched as above on or about the
10th September.
To be followed by the Steamer R.
Rubattino on or about the 23rd September.
The Steamers have splendid Accommoda-
tion for Passengers and carry a Doctor
and Stewardess.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, August 9, 1886. 1532

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co's Steamship
Telegraph, Captain J. J. Swire, will be
despatched as above on
SATURDAY, the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 9, 1886. 1531

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for CHEFOO, TIENTSIN, NEW-
CHANG, HANKOW and Ports on
the YANGTSE.)
The Co's Steamship
Kobong, Captain J. J. Swire, will be
despatched as above on
WEDNESDAY, the 11th instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 9, 1886. 1527

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Albatross, Captain J. J. Swire, will be
despatched as above on
FRIDAY, the 13th inst., at 3 p.m.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, August 9, 1886. 1534

FOR SINGAPORE AND PENANG.
(With the option of transhipping, at former
Port, Cargo for latter.)
The British Steamship
Suez, Captain J. J. Swire, will be
despatched as above on
MONDAY NEXT, the 16th instant, at 4 p.m.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, August 9, 1886. 1528

SHIPPING.

ARRIVALS.

August 8 1886 :-
Kwang Lee, Chinese steamer, 1,807, E. A. Andrew, Shanghai August 6, General. — O. M. S. N. Co.
Caribbrooke, British steamer, 973, R. Cass, Taiwan August 4, Amoy 5, and Swatow 7, General. — DOUGLAS STEAMSHIP CO.
Pantallon, British steamer, 4,510, S. Partidge, Nagasaki August 1, Coal. — W. Wilson.
General Lee, Spanish brigantine, 824, Capt. E. Battarbo, Manila August 4.
Emeralda, British steamer, 395, C. A. Taylor, Manila August 5, General. — RUSSELL & Co.
Greyhound, British steamer, 237, T. A. Thomas, Pakhoi August 5, via Hoihow and Miao, General. — ADAMSON, BELL & Co.
Dunbar, German steamer, 921, C. F. Berghaus, Swatow August 7, General. — BUN HIN CHAN.

Vessels Advertised as Loading.

Destination.	Vessel.	Captain.	Agents.	Date of Leaving.
Hankow, &c.	Roma (s)	H. Schultz.	Siamson & Co.	August 10, at noon.
Hankow, and Ports of Call.	Order (s)	H. Schultz.	Norddeutscher Lloyd.	September 3, at noon.
Hankow, and Ports of Call.	Galley of Lorne (s)	Pomroy.	Russell & Co.	August 11, at 4 p.m.
London, via Suez Canal.	Jason (s)	Milligan.	Butterfield & Swire.	August 10, at 4 p.m.
London, and Ports of Call.	Peshawar (s)	L. H. Moule.	P. & O. S. N. Co.	August 12, at 4 p.m.
London, via Suez Canal.	Telemachus (s)	Jonas.	Butterfield & Swire.	August 12, at 4 p.m.
London, via Suez Canal.	Gordon Castle (s)	Roswell.	Russell & Co.	August 11, at 5 p.m.
Manilla, &c.	Zafiro (s)	De la Marcella.	Adamson, Bell & Co.	August 10, at noon.
Manilla, &c.	Malbourne (s)	De la Marcella.	Adamson, Bell & Co.	August 11, at 5 p.m.
Manilla, &c.	Romulus (s)	E. Porter.	Adamson, Bell & Co.	August 13, at 3 p.m.
New York, via Suez Canal.	Albany (s)	Burnham.	Russell & Co.	August 10, at 5 p.m.
New York, via Suez Canal.	Pactolus (s)	Burnham.	Russell & Co.	August 10, at 5 p.m.
San Francisco, via Yokohama.	City of Rio de Janeiro (s)	Douglas.	Jardine, Matheson & Co.	August 11, at 4 p.m.
Shanghai.	Katsang (s)	De la Marcella.	Butterfield & Swire.	August 14.
Shanghai, via Amoy.	Order (s)	H. Schultz.	Siamson & Co.	August 13, at 3 p.m.
Singapore, Penang and Calcutta.	Dardanus (s)	F. Pfeiffer.	Gibb, Livingston & Co.	August 13, at 4 p.m.
Singapore and Penang.	Suez (s)	T. S. Gardner.	Gibb, Livingston & Co.	August 13, at 3 p.m.
Sydney and Melbourne.	Sikh (s)	G. Donich.	O. Bachrach.	August 10, at noon.
Trieste, &c.	Cardora (s)	O. Bachrach.	O. Bachrach.	About August 17.
Yokohama, Kobe and Nagasaki.	Stetlin (s)	E. F. W. Warnke.	Norddeutscher Lloyd.	About August 14.

ARRIVALS.

August 9 :-

Thibet, British steamer, 1,671, W. D. Modie, Yokohama July 31, and Nagasaki August 4, Mails and General. — P. & O. S. N. Co.
Protos, German steamer, 1,031, C. Sorenson, Bangkok August 1, Rice. — Es. Sorenson, HASS & Co.
Quarta, German steamer, from Whampoa.
Jaqui, British steamer, 1,411, Milligan, Shanghai August 3, and Foochow 7, Tea. — BUTTERFIELD & SWIRE.
Signal, German steamer, 385, C. A. Hundewald, Pakhoi and Hoihow August 7, General. — STRIMSEN & Co.
Bokhar, British steamer, 1,669, C. R. Edwards, Bombay July 24, and Singapore August 4, Mails and General. — P. & O. S. N. Co.
Albie Career, for Calicut.
Marie, for Hoihow.
Adone, for Hoihow.
Catherine, for Sydney, via Foochow.
Thales, for Coast Forts.

DEPARTURES.

August 9 :-

Order, for Victoria, (R.C.)
Xenia, for Australia, (R.C.)
Smit, for Bangkok.
Cicada, for Whampoa.
Perian, for Singapore and London.
Merlin, British gunboat, for Tientsin.
Kwang Lee, for Whampoa.
Fakhoi, for Amoy and Kamsui.
Emeralda, for Amoy.
Euphrates, for Saigon.
Partridge, for Canton.
Fukien, for Shanghai.
Dunbar, for Shanghai.

CLEARED.

Jaqui, for Singapore and London.
Stephan, for Manila.
Greyhound, for Hoihow and Pakhoi.

PASSENGERS.

ARRIVED.

For Kwang Lee, from Shanghai, H.E. Wang and suite, and 112 Chinese.
For Caribbrooke, from Taiwan, &c., Mr. Bain, and 125 Chinese.
For Katsang, from Manila, Messrs G. R. Williams, R. Mitjan, and 33 Chinese.
For Greyhound, from Pakhoi, &c., 13 Chinese.
For Dunbar, from Swatow, 350 Chinese.
For Protos, from Bangkok, 25 Chinese.
For Thibet, from Yokohama, Mr. A. G. Mackie, Miss Hay, Messrs S. Mavor, C. J. Williams, Sir George and Lady Philpott, and European maid, Messrs F. O. Wells and J. B. Bermond, Mrs. Wise, infant and amah, Messrs Sam Sang Wing and Shum Kwai Hai, Major Davies, Messrs Wong Sang, W. M. B. Arthur, and 40 Chinese.
For Bokhar, for Hongkong, from London, Mr. S. E. Eastwood, from Brindisi, Mr. and Mrs. Broadbent, from Penang, Mr. and Mrs. Rowe, 2 infants and amah, from Singapore, Capt. and Mrs. Mogin, Mr. Tong Hung and servant, and Mr. H. D. Thornton, and 25 Chinese.
For Signal, from London, Mr. T. M. Russell, from Penang, Mr. McElin and 3 servants.
For Emeralda, from London, Mr. E. Adams, from Bombay, Messrs P. P. Rogers and W. E. Hart.

DEPARTING.

For Amoy, from Swatow, Mr. N. Piensoff, Mr. and Mrs. Smith, and Strickland.
For Amoy, from Hoihow, 30 Chinese.
For Amoy, from Hoihow, 23 Chinese.
For Catherine, for Sydney, &c., 7 Europeans, and 50 Chinese.

Vessels Advertised as Loading.

Destination.	Vessel.	Captain.	Agents.	Date of Leaving.
Hankow, &c.	Roma (s)	H. Schultz.	Siamson & Co.	August 10, at noon.
Hankow, and Ports of Call.	Order (s)	H. Schultz.	Norddeutscher Lloyd.	September 3, at noon.
Hankow, and Ports of Call.	Galley of Lorne (s)	Pomroy.	Russell & Co.	August 11, at 4 p.m.
London, via Suez Canal.	Jason (s)	Milligan.	Butterfield & Swire.	August 10, at 4 p.m.
London, and Ports of Call.	Peshawar (s)	L. H. Moule.	P. & O. S. N. Co.	August 12, at 4 p.m.
London, via Suez Canal.	Telemachus (s)	Jonas.	Butterfield & Swire.	August 12, at 4 p.m.
London, via Suez Canal.	Gordon Castle (s)	Roswell.	Russell & Co.	August 11, at 5 p.m.
Manilla, &c.	Zafiro (s)	De la Marcella.	Adamson, Bell & Co.	August 10, at noon.
Manilla, &c.	Malbourne (s)	De la Marcella.	Adamson, Bell & Co.	August 11, at 5 p.m.
Manilla, &c.	Romulus (s)	E. Porter.	Adamson, Bell & Co.	August 13, at 3 p.m.
New York, via Suez Canal.	Albany (s)	Burnham.	Russell & Co.	August 10, at 5 p.m.
New York, via Suez Canal.	Pactolus (s)	Burnham.	Russell & Co.	August 10, at 5 p.m.
San Francisco, via Yokohama.	City of Rio de Janeiro (s)	Douglas.	Jardine, Matheson & Co.	August 11, at 4 p.m.
Shanghai.	Katsang (s)	De la Marcella.	Butterfield & Swire.	August 14.
Shanghai, via Amoy.	Order (s)	H. Schultz.	Siamson & Co.	August 13, at 3 p.m.
Singapore, Penang and Calcutta.	Dardanus (s)	F. Pfeiffer.	Gibb, Livingston & Co.	August 13, at 4 p.m.
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Sydney and Melbourne.	Sikh (s)	G. Donich.	O. Bachrach.	August 10, at noon.
Trieste, &c.	Cardora (s)	O. Bachrach.	O. Bachrach.	About August 17.
Yokohama, Kobe and Nagasaki.	Stetlin (s)	E. F. W. Warnke.	Norddeutscher Lloyd.	About August 14.

SHARE LIST.—QUOTATIONS.

AUGUST 9, 1886.

Stocks.	No. of Shares.	Value.	Pay- up.	POSITION PER LAST REPORT.	Last Dividend.	Closing Quotations.
HONGKONG AND SHANGHAI BANK CORP.	60,000	126	125	\$ 4,500,000 For equal- ization of \$ 600,000	£3 div., & 10 bonus 4-year to Dec. 31, '83 £1. 30 p. for 1884	163 1/2 prem.
North China Insurance Co., Ltd.	5,000	216	216	Tls. 812,639.50	Tls. 275 per share	
Yantai Insurance Company, Ltd.	3,000	21	21	50,000 Tls.	3,059.76 Dec. 31, 1884	Tls. 118
Union Insurance Society Co., Ltd.	10,000	25	25	430,069.41	381.36 Jan. 1, 1884	
China Traders' Insurance Co., Ltd.	24,000	83.33	25	600,000	127 1/2 p. annuities	
Canton Insurance Office Co., Ltd.	10,000	250	50	155,000	465.214.43	83 1/2 cash
Chinese Insurance Co., Limited.	1,500	1,000	206	2,868.89	6 p. for 1885	\$180 per share
Hongkong Fire Insurance Co., Ltd.	8,000	250	56	1,001,000	283.482.55	7 p. for 1884
China Fire Insurance Co., Ltd.	20,000	100	20	566,700	228.811.67	6 p. for 1884
STEAMBOAT COMPANIES.						
H.K. & M. Steamship Co., Ltd.	8,000	100	100	100,000	\$4,322.00	8 1/2 half year Dec. 31, '85
Douglas Steamship Co., Limited	20,000	50	50	80,764.16	402.22	12 1/2 year-end annuities 85
Indo-China S. N. Company, Limited	18,387	10	10	2	117.16	7 1/2 p. for 1884
60,000 shares issued	31,212	10	10			
China and Manila S. S. Co., Ltd.	3,500	100	100			25 discount
MISCELLANEOUS.						
H'kong & Whampoa Dock Co., Ltd.	12,500	125	125	18,000	6,551.58	7 1/2 half year Dec. 31, '85
H.K. and China Gas Co., Limited	5,900	10	10	9,177.31	1,527.31	10 1/2 p. and 2 1/2 bonus for '84
New Shares	1,900	10	10			
Hongkong Hotel Company, Ltd.	3,000	100	100		1,175.07	Old, 96
China Sugar Company, Limited	9,000	10	10		15,451.51	None
Hongkong Ice Company, Limited	5,000	25	25	30,000	1,125.30	52
Hongkong Bakery Company, Ltd.	600	50	50	6,000	690.66	\$12
Luxon Sugar Company, Limited	7,000	10	10		1,094.62	3 1/2
Park Tin Mining & S'ing Co., Ltd.	5,000	50	50			
Selangore Tin Mining Co. (B'ham)	2,500	100	100			
Penang & Singapore Tin S'ing Co., Ltd.	40,000	10	10			
H'kong Rope Manufacturing Co., Ltd.	3,000	50	50			
H. & M. Glass Manufacturing Co., Ltd.	4,000	50	50			
A. S. Watson & Co., Limited	8,000	100	100		37.90	64 half year div. 5 months
LOANS.						
Chinese Imperial 1881	5,000	500	500		8 1/2	Jan. 18
" " 1884	2,750	500	500		8 1/2	March 15
" " 1884	2,750	500	500		8 1/2	June 30
" " 1884	3,125	500	500		8 1/2	Oct. 15
Chinese Imp. (Ch. Bank Loan) 1885	2,750	500	500		8 1/2	Jan. 18

ARRIVALS.

August 9 :-

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Jaqui, British steamer, 1,411, Milligan, Shanghai August 3, and Foochow 7, Tea. — BUTTERFIELD & SWIRE.
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Cicada, for Whampoa.
Perian, for Singapore and London.
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Kwang Lee, for Whampoa.
Fakhoi, for Amoy and Kamsui.
Emeralda, for Amoy.
Euphrates, for Saigon.
Partridge, for Canton.
Fukien, for Shanghai.
Dunbar, for Shanghai.

CLEARED.

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For Amoy, from Hoihow, 23 Chinese.
For Catherine, for Sydney, &c., 7 Europeans, and 50 Chinese.

Vessels Advertised as Loading.

Agents.	Date of Leaving.
son & Co.	August 10, at noon.
ntschener Lloyd.	September 3, at noon.
son & Co.	August 11, at 4 p.m.
field & Swire.	August 10, at 10 a.m.
. O. S. N. Co.	August 12, at 4 p.m.
field & Swire.	August 12, at 4 p.m.
son, Bell & Co.	August 14.
son & Co.	August 15, at 5 p.m.
erie Marikam.	August 13, at noon.
ritz & Co.	About September 10.
son, Bell & Co.	August 13, at 3 p.m.
son & Co.	Quick despatch.
Mail S. S. Co.	August 11, at 3 p.m.
son & Co.	Quick despatch.
. Matheson & Co.	August 11, at 4 p.m.
ntschener Lloyd.	Quick despatch.
field & Swire.	August 14.
field & Swire.	August 17.
son, Sams & Co.	August 13, at 3 p.m.
Warrington Co.	August 16, at 3 p.m.
Warrington & Co.	August 18, at 4 p.m.
bachrach.	August 10, at noon.
bachrach.	About August 17.
ntschener Lloyd.	About August 24.

Our morning contemporary is to be congratulated on the enterprise. It has evidently just learned that the cessation of the junk traffic between Hong Kong and Macao is due to an excessive addition to the tonnage, an event first chronicled by our Macao correspondent on the 10th of last month, and this morning it announces apparently with a bona fide impression that it was going to be so. It seems that Hongkong is likely to join in this outcry. It may perhaps, interest our contemporary to know that on the 22nd of last month, as we announced at the time, the daily arrivals of junks here from the Canton districts numbered only two or three instead of about a dozen, and that the Macao anchorage, generally occupied by about a dozen junks, was entirely empty. And all this was the result of the strike which the Daily Press says is said to be in progress.

Another impudent and vexatious interference with the commerce of the colony by Chinese Revenue cruisers has been brought under the notice of the Government to-day. On Friday a junk laden with 70 tons of coal was sent by the Hongkong, Canton and Macao Steam-boat Company to Macao. The junk contained no other cargo but coal and was flying the Company's flag. Notwithstanding this it was seized and boarded by a cruiser and has been detained by the Chinese Authorities. The chief boatman brought the news of the high-handed action of the Chinese Government to the office of the Company this morning, and the Secretary at once brought the facts before the notice of our Government. It is to be hoped that the latter will take effective action to put a stop to the annoyance and loss caused by such wantonly insolent conduct. The junk has not yet been handed back.

The Tibet Mission are still (July 20) waiting patiently at Darjeeling. Mr. Macaulay proposes to send the Director of the Sikkim Border to the frontier to test the temper of our friends on the other side.

A Portuguese subject named José P. d'Almeida, of the House of the present prison at Shanghai, was detained by the Consul for Portugal for a period of three days, and ordered to pay a fine, for publishing an advertisement in the Chinese newspaper *Shingpo* offering for sale tickets of the 'Royal Lottery of Portugal,' and the pretended authority of the Portuguese Consul. Acquiring the agent of the Commission from the Consul, to sell Manila Lottery tickets, Portuguese subjects being allowed by law to sell the tickets of foreign lotteries.

Mr. Clarence R. Greenhouse, the new Consul-General of the United States to Japan, is described by the *San Francisco News Letter*—'Mr. Greenhouse is a tall, slender, well-proportioned man, with a prominent nose, who has long held a prominent position at the bar of this State. As a partner of ex-Chief Justice Wallace, he has had charge of some of the most important civil cases that have of late years been tried in the Courts of California. He is especially noted for his commercial and international law, and therefore cannot fail to discharge the duties of his new office with satisfaction alike to the Government to which he is accredited and to that which has conferred upon him its distinguished mark of high consideration and confidence. This is a creditable representation of his country in the sure and certain belief of his fellow-citizens, without distinction of party.

Says the *Manassas Express* of Saturday, the 31st July—'H.M. a gun-boat *Pandora* arrived on Sunday last from Port Hamilton, to which place she returned again on Thursday morning, taking, in addition to the usual supply of stores, a quantity of timber, for repairing and strengthening the whole of the Government house on shore. The contract for the building has been obtained by the Chinaman T. Lee. Two more of H.M.'s ships are shortly expected from Hongkong en route for Port Hamilton, and upon their arrival the whole of the squadron assembled there will proceed on a two months' cruise up North, during which time the *Firerail* will, we believe, be detailed to carry mails and despatches to and from that port.

Rival managers of theatres in America have to be pretty smart folk. Two of these gentlemen, by name McCall and Barton, of course the prefixes 'General' and 'Colonel' go without saying—are now engaged in an unquieted contest. The Colonel called his version the 'Crown' and the General his the 'Bridal Trap.' The General had given away all the seats for the performance of the 'Bridal Trap,' and he followed the announcement by planting colored candles on the stage, and wood before his theater. Twelve hours later General Barton had a big trap in front of the Bijou Opera House in which another crowing hen lay dead as a door nail. Then McCall hired the whole of a building under repairs near the Bijou Opera House and covered the front with posters announcing the great success of the 'Crown' and the great failure of the 'Bridal Trap.' Barton retaliated on all the dead walls of the town, and then the Colonel stretched a banner across the street in front of his theater, which was a line of light in height. Barton threw a magic lantern on the banner and tried to obliterate it by an advertisement of his own theater, but without success. Then he rigged a very powerful stereoscope on the roof of his building and threw various legends on the dead wall of the Bijou. The theater manager of the Bijou was called to the street. This was calling. Some of the legends read: 'This is Wallace's Theater, and it illustrates the difference between brains and brawn.' The 'Crown' was a failure; but the 'Bridal Trap' was a success. This had not been going on for many minutes before the 'Bridal Trap' had powerful columns on the front of his building, throwing a bright light that it almost obliterated the work of the stereoscope across the way. Then he placed a row of electric lights across the front of his building and then blocked General Barton's stereoscope for good. The next morning, in the morning, the General was said to involve the distribution of caricatures of the rival managers themselves, and this will be immediately followed by the revolver episode.

The *Athenaeum* of June 12th says—Mr. Woolner has finished the model in clay of his statue of Sir Stamford Raffles, which has been commissioned by the Government of the Straits Settlements, and when cast in bronze, it will be put up on the Esplanade at Singapore. It is another example of the fact that most of our fine English statues go to the Colonies and India, while many of the best ones which are executed in London remain in the hands of the public. The new work represents the statesman to whose project out of the value of the Straits to England, and to whose courage in acting upon his knowledge, we owe our commanding position in this region—battered and stained in an easy yet firm manner. Both arms are lightly crossed upon the breast, while the left hand clasps the right upper arm. The head is thrown slightly forward and held a little sideways, while the face attests the energy of the man and his quick mental grasp. At his feet, on the ground, lies a map of the Straits. The statue is seated at the moment he recognized the importance of the position which might be occupied. The spontaneity of the design and the manner in which it has been carried out are very feeling indeed. Unless the figure is to be placed on a very high pedestal we think it is too tall for its proportion. Of its fitness and thorough execution there cannot be two opinions. The attire is the dress costume of Sir Stamford's time; easy-fitting coat, knee breeches, stockings, and shoes set off the alert, and muscular figure to great advantage.

THE NEW BUILDINGS OF THE HONGKONG AND SHANGHAI BANK.

At the end of this week, the head offices of the Hongkong and Shanghai Bank will be transferred to the handsome new building which has been in progress of construction now for more than three years. The new building occupies the site of the old Wardley House, and the site adjoining it, where stood formerly the premises of the Chartered Mercantile Bank. Old Wardley House, where the Bank commenced its business, had for many years been too small and cramped a place for the business of the Bank, which had extended at a rapid rate after the depression of 1875 and 1876. In August, 1882, the Directors reported that they had secured the enlarged site, and at the next half-yearly meeting it was intimated that plans and tenders had been accepted and that building operations would be at once commenced. The total cost of the building was to be three lakhs of dollars, to meet which it was intended to write off from time to time certain amounts from the profits, a beginning being made that half-year by writing off \$50,000. Even when the property of the Bank was at its lowest ebb provision had been made for securing a commodious place at Shanghai, and when in 1882 business had more than doubled and was flourishing, beyond all expectation it was time that the head office at Hongkong should have a building worthy of its high position which the Bank was assuming all over the world. That the new building will meet for many years to come such a requirement every one will admit who cares to inspect the magnificent structure fronting Queen's Road and the Praya which is now rapidly approaching completion. But before giving a short description of the new Bank buildings it may be interesting at this juncture to very briefly note the history of the Bank since its establishment some twenty years ago.

THE BANK'S HISTORY.

The Hongkong and Shanghai Bank commenced business about May 1855. Commerce in the Far East was not very bright at that time. The Taiping rebellion had unsettled the trade with China, and a general depression and uneasiness prevailed. Banking business in the Colony and in China had formerly been confined to Corporations whose headquarters were in England or India. These Corporations, it was felt by local merchants, were not in a position to deal satisfactorily with local trade, which had begun to assume considerable importance. Besides, affairs in India were very gloomy, and the position of the branch banks in the Colony was rather uncertain. The starters of the new local bank thought, therefore, that the Colonial market was open for them. The shares were quickly bought up and were held almost entirely by residents in China and Japan. Among the Directors were the Hon. F. Chomley, the Hon. Thomas Sutherland (of the P. & O. Company), the Hon. John P. Macdonald, of Messrs. Messers & Co., Mr. Arthur Sassoon, and Mr. Adams, Manager of the Bank of China. The capital of the Bank consisted of 20,000 shares of £20, of which £125 was paid up. It was soon found, however, that a larger capital would be required, and to broaden the basis of the Bank, instead of calling up the remaining half of the shares, it was resolved to divide the capital of the Bank into 40,000 shares of £125 each, the new shares to be called up as circumstances required.

The Bank started well, and despite some losses in connection with the acceptance of the Agri Bank, was able to pay good dividends. From the first, however, the Directors aimed more at consolidating the Bank than at putting forward tempting dividends. At the first meeting, when business had only extended over eight months, while declaring a dividend of 6 per cent., the Directors intimated that they were to carry \$33,300 to the reserve fund. In the report of 1867, which was the first that could give a review of a complete year's working, it was stated that the deposits and notes in circulation were \$4,192,651, that an average dividend of 10 per cent. had been paid, and that the reserve fund stood at the close of 1866 at \$175,000. These facts were all the more hopeful that the times were not bright and that the commercial depression was so deeply felt that no less than six lakhs had disappeared from China. The native merchants seemed to have put trust in the new undertaking, and from the commencement their support had contributed not a little to the prosperity of the Corporation. It had been the intention of the Directors to open a branch in India, and to establish an agency there. For two or three years, however, affairs in that direction were unsettled, and no steps were taken in this direction. In another direction, however,

the Bank was pushing its business, and about the beginning of 1867, a branch was opened at Yokohama, which was shortly followed by the starting of a branch at Funchow. Despite dull times and the failure in 1867 of one of the leading firms in China the Bank continued to prosper, dividends at the rate of 12 per cent. per annum being declared. At the end of 1868 the Directors were able to report a large extension in the business transactions of the Bank. The profits for the year were nearly double those of 1866, and the deposits and notes in circulation had increased in the same ratio. But days had dawned in India. The Bank had developed a branch at Calcutta, which had been established in Calcutta, while one was in course of formation at Bombay. The exchange remittances between the Bank and the Reserve Fund and putting \$100,000 to the credit of a reserve for the equalization of dividends. In 1864 a loan of \$2,000,000 was negotiated for the Viceroy of Canton, started, which was worked satisfactorily and soon of great benefit to depositors of small sums. The year 1864, however, did not pass without bringing a few losses with it. The Agents at Batavia failed, and the Bank had to pay a sum of \$125,000 in the way of a loan to the Viceroy of Canton, which was lost on account of the difficulties of the Oriental Bank. Notwithstanding these losses, however, a dividend of £2 per share was declared. The Bank had been gaining ground rapidly since its formation, and its business, which had been small at first, was now becoming established, and the Bank's connection was further extended in these parts by the establishment of an agency at Penang.

It is only necessary in closing this brief resume of the Bank's history to point to the fact that the Bank had, at the end of 1867, a capital of £2 per share with a bonus of £10,000, the Reserve Fund then stood at \$4,500,000, the Reserve for the equalization of dividends at \$300,000, the Marine Insurance Account at \$235,917, and the notes in circulation at \$7,277,815. The Bank had, therefore, at the end of 1867, a capital of £2 per share with a bonus of £10,000, the Reserve Fund then stood at \$4,500,000, the Reserve for the equalization of dividends at \$300,000, the Marine Insurance Account at \$235,917, and the notes in circulation at \$7,277,815. The Bank had, therefore, at the end of 1867, a capital of £2 per share with a bonus of £10,000, the Reserve Fund then stood at \$4,500,000, the Reserve for the equalization of dividends at \$300,000, the Marine Insurance Account at \$235,917, and the notes in circulation at \$7,277,815. 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INSURANCES.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES ON MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBURG & Co.
Hongkong, November 6, 1885. 865

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1/2 per cent. not premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKING, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PESHAWAR*, Capt. L. H. MOULDS, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ, CAYAL, and usual Ports of Call, on THURSDAY, 12th August, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further information regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN, Acting Superintendent.
Hongkong, August 3, 1886. 1490

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND LA PLATA.

ALSO, BORDAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 12th of August, 1886, at Noon, the Company's S.S. *MELBOURNE*, Commanded by LA MARCELLE, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 12th August, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, August 6, 1886. 1517

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON FRIDAY, the 3rd day of September, 1886, at Noon, the Company's Steamship *ODER*, Captain F. FRIEZE, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd September, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

The Company is prepared to GRANT POLICIES OF INSURANCE ON THE ABOVE CARGO shipped by the above Steamers.

For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, August 9, 1886. 1484

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 3 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, August 2, 1886. 1485

Occidental & Oriental Steam-Ship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship will be despatched for San Francisco, via Yokohama.

Connections being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, July 13, 1886. 1355

C. D. HARMAN, Agent.

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THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIRTEEN YEARS.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has reached its Thirtieth Volume. The Review discusses those topics which are of importance in the minds of students of the 'Far East' and about which every intelligent person conversant with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give criticism worthy of the subject. The most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is commonly cultivated. Amongst the regular contributors are Drs. Chalmers, Elliot, Bretschneider, Birch, and Hance, Professor Legge, and Messrs. Halford, Watters, Stent, Phillips, Macleay, Groot, Jamieson, Faber, Kopsch, Parker, Phyllis, Giles, and others—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, 'Manager, China Mail Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising Review.'—*Northern Christian Advocate* (U.S.).

'The China Review' has an excellent table of contents. It is a valuable work of reference for all who are interested in the Far East and the present issue will hold forth for all not advantageously compared, with preceding numbers.'—*Chinese Empire*.

This number contains several articles of interest and value. The North-China Herald writes: 'The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. F. Schlegel on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains much of interest and value. The Notice of New Books includes a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

A substantial and reliable Review which all students of China and the Chinese would do well to peruse.'—*Chrysanthemum*.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. H. Parker, on "The Legend of the Chinese," treats of a question of the utmost importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels is given by Mr. H. B. Halford, who gives us some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which, "On Chinese Oaks in Western Borneo and Java," might appropriately have been placed under a separate heading, complete the number.'—*U.K. Daily Press*.

Trübner's Oriental Review contains the following notice of the China Review: 'The present publication, judged by the standard set before it, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for on the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so very represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese postman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bover, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to give Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.'

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By E. H. PARKER.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *a*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour-Master's Office.
 4. From Harbour-Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to Kowloon Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Agave	h Thomas	Brit. str.	750	July 10	Arnhold, Karberg & Co.	Laid up
Amathea	h Hamlin	Brit. str.	673	Jan. 31	Russell & Co.	Quarry Bay
Antonio	h Wallace	Brit. str.	1214	July 26	Master	
Carabrook	h Carabrook	Brit. str.	973	Aug. 9	Douglas Steamship Co.	Coast Ports
City of Rio de Janeiro	h Cobb	Amer. str.	3684	Aug. 3	P. M. S. S. Co.	11th inst.
Cruiser	h Rowin	Brit. str.	684	Aug. 14	R. M. S. S. Co.	To-morrow
Danila	h Mooney	Brit. str.	632	May 29	Wielor & Co.	Laid up
Deventer	h Lithjens	Ger. str.	1197	Aug. 18	Stamussen & Co.	For sale
Devonhurst	h Mouthoff	Dutch str.	1230	Aug. 4	Jardine, Matheson & Co.	14th inst.
Drachenfels	h Turco	Ger. str.	1560	July 15	Stelcher & Co.	Quarry Bay
Duburg	h Berelsen	Ger. str.	927	Aug. 8	Bun Hin Chan	Laid up
Emeralda	h Taylor	Brit. str.	395	Aug. 10	Russell & Co.	To-day
Euphrates	h Edwards	Brit. str.	1300	July 23	Russell & Co.	Amoy
Fokien	h Wyllie	Brit. str.	669	Aug. 6	Douglas Steamship Co.	Saigon
Fushun	h Coard	Brit. str.	1805	Aug. 7	P. M. S. S. Co.	Coast Ports
Galley of Korea	h Pearne	Chi. str.	1904	Aug. 70	M. S. N. Co.	
Greyhound	h Pomroy	Brit. str.	2630	Aug. 1	Russell & Co.	San Francisco
Haiphong	h Thomas	Brit. str.	1227	Aug. 26	Douglas Steamship Co.	Yokohama & Kobe
Harrier	h Grandin	Brit. str.	1296	July 26	Russell & Co.	Hothow, &c.
Japan	h Gardner	Brit. str.	1805	Aug. 2	David Sassoon, Sons & Co.	Calcutta
Japanese	h Moore	Brit. str.	1204	Aug. 19	Adamson, Bell & Co.	
Japanese	h Milligan	Brit. str.	1204	Aug. 19	Adamson, Bell & Co.	London & S'pore
Japanese	h Milligan	Brit. str.	1204	Aug. 19	Adamson, Bell & Co.	To-morrow
Kwang Lee	h Andrew	Chi. str.	1407	Aug. 1	Russell & Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	Adamson, Bell & Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
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Lennox	h Thompson	Brit. str.	3807	June 18	O. S. S. Co.	
Lennox	h Thompson	Brit. str.	3			